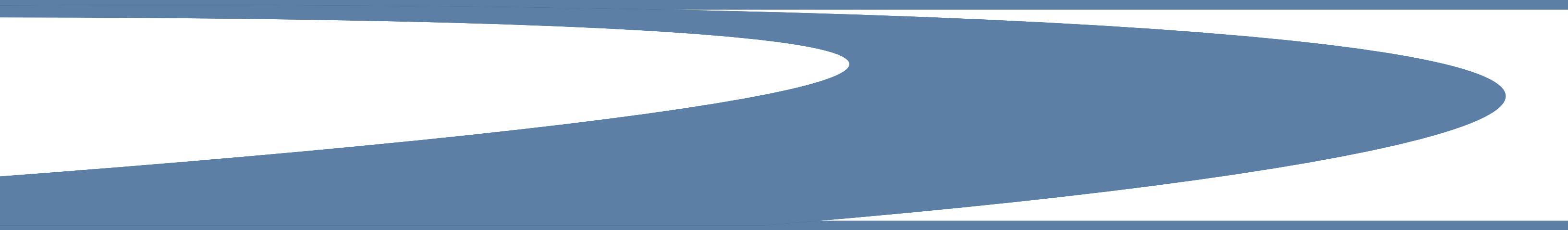
Federal Transit Administration • Virginia Department of Rail and Public Transportation
Washington Metropolitan Area Transit Authority • in cooperation with the Federal Aviation Administration

Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Evaluation

EXECUTIVE SUMMARY

Dulles Corridor
Rapid Transit Project

Executive Summary S



AN OPPORTUNITY AND AN INVITATION

In January of 2001, the 103-mile Adopted Washington Regional Metrorail System was completed, successfully implementing a vision for a world-class transit system that was conceived almost 50 years ago. To meet the needs of continued, robust growth beyond the service area of the Metrorail system, new investment in regional transportation improvements is needed where existing and planned facilities can no longer support the demands of our businesses and communities. One such area is the Dulles Corridor, which lies west of the nation's capital in northern Virginia in Fairfax and Loudoun counties, and is a vibrant, diverse mix of businesses, neighborhoods, and recreational amenities that continues to attract population and employment growth at almost twice the rate of the region.

New transit investment in the Dulles Corridor will link the region's key activity centers, serving growth and development beyond the completed Regional Metrorail System.

To respond to increasing travel demand, public agencies and the private sector are working to develop and select new rapid transit improvements to serve the corridor. This Draft Environmental Impact Statement (EIS) describes why improvements are needed, how different alternatives will meet these needs, what the economic, environmental, and social effects of the proposed improvements would be, how much the improvements would cost, and what actions would be required to make the proposed improvements become a reality. The Draft EIS is being circulated to assist decision-makers and the public in selecting a Locally Preferred Alternative for transit improvements in the Dulles Corridor.

The Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA) in cooperation with the Federal Aviation Administration (FAA), are proposing transit improvements in the Dulles Corridor to:

- Improve mobility and accessibility;
- Enhance economic development opportunities; and,
- Enhance community and environmental resources.

The improvements would extend from the existing Metrorail Orange Line at the East Falls Church Station in Fairfax County, through Tysons Corner, to Dulles Airport, before terminating in eastern Loudoun County. Four different Build Alternatives using either Bus Rapid Transit (BRT), Metrorail or combinations thereof are being considered.

Bus Rapid Transit

The proposed improvements will provide high-quality, high-capacity transit service between Washington Dulles International Airport and the region's core with a direct connection to the existing Metrorail system. The improvements would be funded by FTA, the Commonwealth of Virginia, Fairfax County, Loudoun County, and the Metropolitan Washington Airports Authority (MWAA), along with a possibility of private sector funding for any Metrorail portion of the project.

Throughout the Draft EIS process, the public, elected officials, and federal, state and local agencies worked together to define needs, identify solutions, evaluate alternatives, assess impacts, and select transit improvements.

The transit improvements would enhance the overall transportation system, improving transit service, ridership, and transit travel times, while supporting the existing and future land uses and economic development. The effects of the different levels of investment associated with the potential improvements are described in this document. Overall, the potential adverse impacts of the proposed improvements on the human and natural environment are expected to be minor. We invite your comments and welcome your observations regarding the proposed improvements at the public hearing in your area, or in writing to Mr. Corey Hill, Northern Virginia Regional Manager, DRPT, 1550 Wilson Blvd, Suite 300, Arlington, VA 22209 by the close of the public comment period.

Investment in efficient and reliable transportation facilities to meet travel needs will contribute to the area's economic, social, and environmental quality.

Understanding the Challenge

The Dulles Corridor, located in Northern Virginia west of the nation's capital, is one of the Washington metropolitan region's most dynamic and rapidly growing areas. The corridor is characterized by a wide range of uses and opportunities, and includes major business, residential and recreational destinations. The Dulles Corridor is home to the headquarters of leading technology firms and Tysons Corner, one of the nation's largest employment and retail shopping centers. In addition, the corridor is characterized by recreational attractions such as the Washington and Old Dominion (W&OD) Railroad Regional Park, major transportation facilities including Washington Dulles International Airport, and many of the most desirable residential neighborhoods in the region. As population and employment continue to grow significantly over the next 25 years, the demand for travel will continue to stress existing transportation facilities, and will exceed the capacity of planned transportation improvements.

The Dulles Corridor is a diverse, dynamic environment of economic prosperity and robust growth.

The adopted 2020 Northern Virginia Plan, as well as local plans, calls for significant investment in transit in the corridor.

Leveraging the Opportunity

As part of the solution to maintain the regional competitiveness of the corridor and to preserve the quality of the environment that makes the Dulles Corridor attractive to residents, businesses, and visitors alike, FTA, DRPT, and WMATA are proposing the Dulles Corridor Rapid Transit Project. This new rapid transit line would serve as an extension of the existing 103-mile regional Metrorail system into Fairfax County and eastern Loudoun County, Virginia, providing service to key business, residential and recreational activity centers throughout the Dulles Corridor. The new transit line would be fully integrated with the existing Metrorail system in terms of scheduling, signage, and fare collection, increasing the capacity to travel to and through the Dulles Corridor, and enhancing regional connectivity, mobility, and accessibility.

New transportation investment is needed to expand the service area of the 103-mile Metrorail system to accommodate growth and meet future needs.

The Draft EIS advances a solution to corridor needs by providing decision-makers, the business community, and area residents the opportunity and information to evaluate proposed improvements.

Public Meeting to discuss area needs and solutions

Over the next 25 years the Dulles Corridor population and employment will increase at almost twice the rate of projected growth for the rest of the region.

Advancing the Reality

This Draft EIS is a significant milestone in advancing a solution to address the challenges and leverage the opportunities in the Dulles Corridor, and to assist the region in realizing and maintaining its full potential. The Draft EIS has been prepared in accordance with the provisions of the National Environmental Policy Act (NEPA). Its purpose is to assist decision-makers and the general public in understanding, evaluating, and selecting a transportation investment strategy to forge a new future for the Dulles Corridor and the region, consistent with federal, state and local environmental and community initiatives. The FTA is the lead federal agency for the project, and FAA is a federal cooperating agency. The Draft EIS enables the consideration and advancement of proposed improvements that will provide short-term enhancements and long-term solutions to promote a sustainable transportation system for the Dulles Corridor that meets local and regional desires and needs.

Overview

This Executive Summary provides an overview of the findings and conclusions of the Draft EIS in terms of the following:

- Future Needs and Challenges
- The Decision at Hand
- Project Description
- Choices for Tomorrow
- Coordination Opportunities
- Future Actions

FUTURE NEEDS AND CHALLENGES

Extending from Tysons Corner to Dulles Airport and into Loudoun County, Northern Virginia's Dulles Corridor is the "Main Street" of one of the nation's fastest-growing business and population centers. With the Dulles Corridor's increasing attractiveness as a place to live and work, travel in the corridor has been steadily growing over the past 15 years. This increasing travel demand has strained the capacity of the existing transportation network, causing delays and increasing travel times between activity centers within the corridor and the region. The central and eastern portions of the corridor currently experience some of the region's worst traffic congestion, constraining the economic opportunities and threatening the quality of life that make the corridor a thriving regional center. The Northern Virginia 2020 Transportation Plan and local comprehensive plans recognize the need for significant future investment in transit in the corridor.

The 24-mile corridor includes a diverse mix of high-intensity office development, low-density residential development, and numerous cultural and recreational resources. Regionally significant activity centers in the corridor (such as Tysons Corner, Reston, Herndon, Dulles Airport, and eastern Loudoun County) continue to expand and prosper. This continued growth is generating an unfulfilled demand for additional and improved transportation facilities to enhance mobility and accessibility within and through the corridor, and to provide a full range of transportation choices to meet a range of travel needs.

Major activity centers will continue to generate diverse travel needs, exceeding the capacity of existing and planned improvements.

Key centers include:

Tysons Corner – The "downtown" of Fairfax County, Tysons Corner has emerged as one of the most recognizable "edge cities" in the nation, with over 30 million square feet of commercial space and the nation's eighth largest shopping center. With Tysons Corner Center and Tysons Galleria as its centerpieces, Tysons Corner has emerged as a regional shopping destination, housing more than 330 stores and attracting 1.9 million visitors annually. Tysons Corner is one of the largest suburban business districts in the country and is larger, both in geographic size (3 square miles) and employment (90,000 jobs), than many of the central business districts in major U.S. cities–including Miami, San Diego, and St. Louis.

Tysons Corner

Reston – One of the premier planned communities in North America, Reston encompasses more than 7,400 acres and a population of more than 63,000 people living in a diverse mix of housing types. The area has also emerged as a center for high-technology firms, and boasts one of the highest concentrations of office development in Fairfax County (second only to Tysons Corner). The existing employment of the Reston area of approximately 44,000 jobs is expected to increase to nearly 65,000 in 2025. Reston Town Center has more than 50 shops and restaurants, a multiplex theater, an outdoor ice rink, a 514-room hotel, and almost 1 million square feet of office space.

Reston

Herndon – Similar to other areas of the Dulles Corridor, Herndon has grown over the last decade, while maintaining a balance of commercial, residential, and recreational uses. Growth is projected to continue, with a build-out potential for Herndon commercial properties in excess of 30 million square feet of floor space.

Herndon

The Metropolitan Washington Council of Governments (MWCOG) projections indicate that in the future the Tysons Corner and Dulles/Reston area would become the region's second largest employment concentration, second only to the District of Columbia.

Corridor Congestion in Tysons Corner

Dulles Airport – Located on 11,000 acres in the western end of the corridor, Washington Dulles International Airport is one of the world's fastest growing airports, employing more than 15,400 persons. As demand for air travel increases, the region is increasingly dependent upon Dulles Airport. The recently expanded airport is projected to serve 32 million passengers by 2010. The Smithsonian's National Air and Space Museum is scheduled to open the Steven F. Udvar-Hazy Center in 2003, which is expected to attract three million visitors annually.

Dulles Airport

Loudoun County – Located in the westernmost portion of the Dulles Corridor, Loudoun is the fastest-growing county in Virginia and the second fastest-growing county in the United States. In addition to extensive population growth, Loudoun County has experienced substantial growth in the high-tech industry, including the relocation of America Online/Time Warner and WorldCom headquarters to the county. As a result of these industry leaders and others attracted to the corridor, today more than half of the world's Internet traffic flows through the Dulles Corridor.

Loudoun County

Over the next 25 years, the Dulles Corridor will continue to grow as a regional employment destination and population center, at almost double the anticipated growth rate of the entire Washington metropolitan region. Population in the corridor is expected to increase by 56 percent (compared with 32 percent for the region), adding 206,000 persons. The addition of 203,000 jobs will result in a 71 percent increase in employment levels, compared to an average increase of 39 percent throughout the region. Parallel increases in travel demand throughout the corridor are projected to exceed the capacity of the already overburdened transportation system, resulting in gridlock traffic conditions on numerous routes, further degradation of air quality, and a threat to the valued quality of life in the Dulles Corridor.

Existing transportation levels of service in the corridor cannot be maintained or improved without a multi-modal solution that serves diverse needs and promotes economic vitality.

Currently planned roadway improvements are only expected to maintain existing levels of service in the corridor, and will not be able to meet future demand. Due to right-of-way, financial, and air quality constraints, additional roadway expansion beyond these planned improvements cannot be accommodated in the corridor. Existing local bus service provides an inadequate alternative to auto travel, because it also can be hampered by traffic on already congested roadways, particularly in the Tysons Corner area. Given these factors and a need to reduce auto emissions in the region to meet federal air quality standards, alternative transportation improvements in the Dulles Corridor, such as a high-capacity rapid transit line, have long been the focus of public and private sector studies.

Congested conditions, availability of right-of-way, and constraints on building new roadways dictate the need for alternative means of travel.

Corridor congestion near Reston

THE DECISION AT HAND

This Draft EIS is a decision tool for shaping the future of the Dulles Corridor and addressing regional transportation demands by leveraging past investments and making new investments to serve the area's changing needs. In deciding about the need for action and selecting from among available choices, decision-makers, local residents, and the business community are faced with evaluating how well various transportation improvements can meet corridor and regional needs.

According to a recent survey by the American Public Transportation Association, support for transit investment in the Washington metropolitan region is almost twice that of support nationwide.

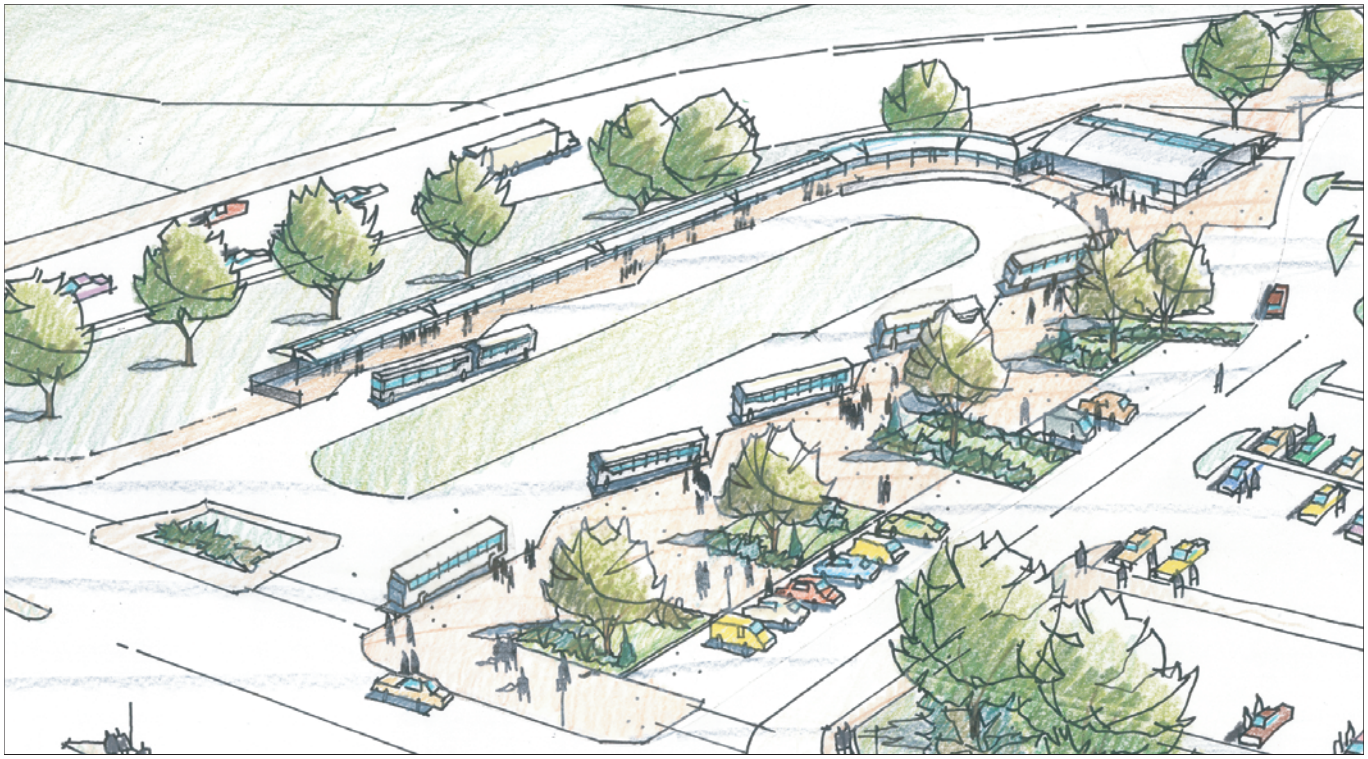
The selection of a course of action is driven by the following considerations:

- Meeting the mobility and accessibility needs of future residents, businesses, and visitors;
- Serving and supporting future land use and development patterns while leveraging economic development and redevelopment opportunities for a vibrant, sustainable future;
- Accommodating future increases in the volume of travel demand on a roadway system that is largely "built-out", and the associated constraints for existing and planned transit systems to operate on these roadways; and
- Maintaining the air quality of the Washington metropolitan region by contributing to the attainment of regional air quality goals.

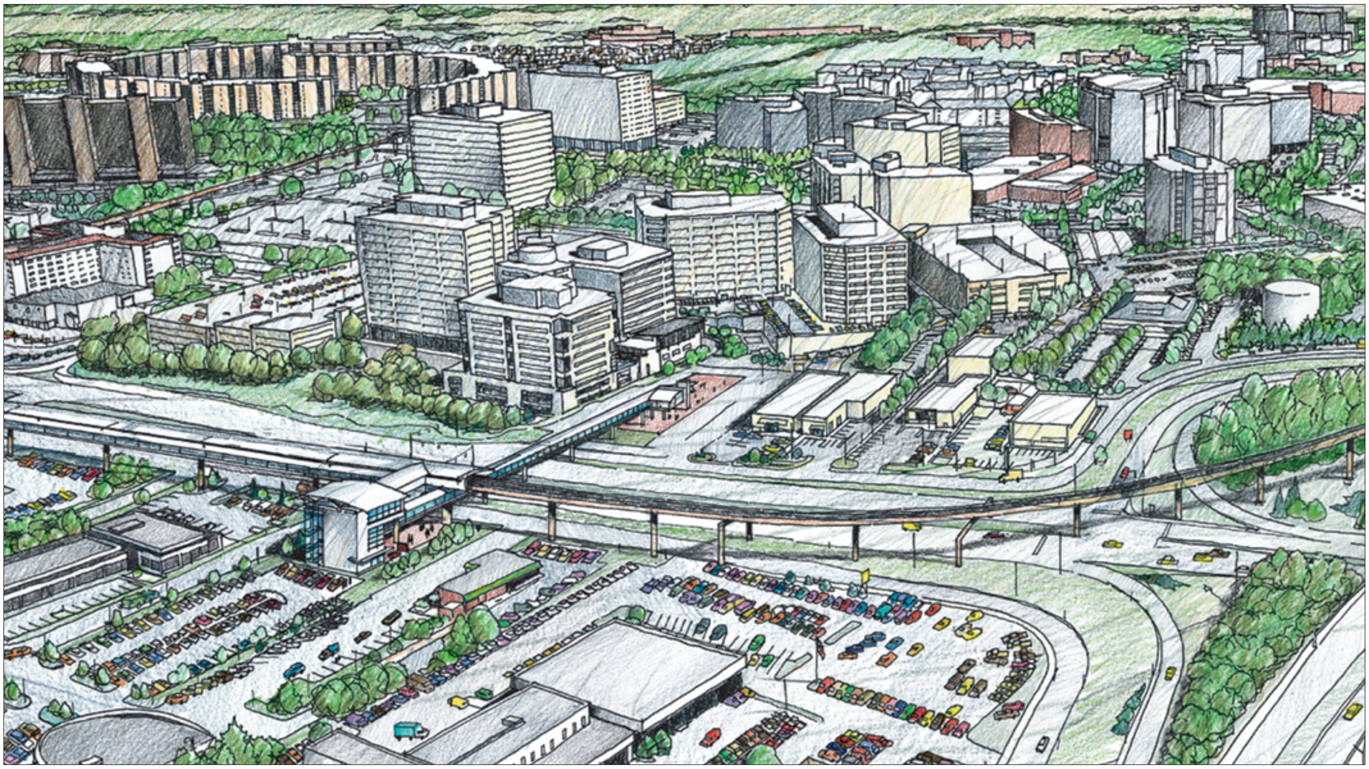
Based on the Draft EIS, decision-makers, local residents, and the business community will choose among different transportation improvements to secure the future of the Dulles Corridor.

The location, service characteristics, and design of the facilities all influence the ability of the proposed investments to meet the purpose and need for action in the Dulles Corridor. The Draft EIS provides the opportunity for public discussion of the relative merits of different levels of transportation improvements and investments, or whether any investment is warranted at this time. An important component of this decision process is the identification of how the selected course of action would impact the transportation, social, environmental, and economic context. Additional considerations include the evaluation of what actions would be needed to make a proposed investment consistent with community and natural resource goals.

The Draft EIS provides information to select among several alternatives - No Action, Bus Rapid Transit (BRT) service, Metrorail service, or a combination thereof, to advance a solution that meets the needs of the Dulles Corridor.



Typical BRT Stop



Elevated Metrorail Station in Tysons Corner

PROJECT DESCRIPTION

The Draft EIS evaluates a range of multi-modal transportation options, including phased implementation of both BRT and Metrorail service, as compared to a "No-Build" (Baseline) condition, to provide a seamless connection to the Metrorail system.

The Draft EIS builds on the conclusions of the 1999 Supplement to the Dulles Corridor Transportation Study (MIS), which called for phased implementation of BRT and Metrorail service.

The Dulles Corridor Rapid Transit Project will extend the existing Washington Regional Metrorail System to respond to the growing needs of Fairfax and Loudoun counties as well as the region as a whole, and to accommodate increasing travel demand in a manner that enhances regional connectivity and supports economic growth. The alternative transit system enhancements under consideration along the Dulles Corridor would provide a direct connection to the Metrorail system.

The following alternatives are considered in the Draft EIS:

"Baseline" or "No-Build" – The Baseline Alternative includes additional investment beyond the existing highway and transit service infrastructure and services within the corridor, and any investments that are committed to be implemented by 2025 aside from the Dulles Corridor Rapid Transit Project. This alternative serves as the basis for comparison and evaluation of the Build Alternatives described below.

Bus Rapid Transit - Val de Marne, France

BRT – BRT is transit service that uses buses operating in a limited access right-of-way to provide amenities typical of rail service, such as enhanced stations and platforms and off-vehicle fare collection. BRT would extend the full length of the Dulles Corridor from the West Falls Church Station on the Metrorail Orange Line to Route 772 in Loudoun County.

Metrorail - Washington, D.C.

Metrorail – Metrorail is service like that currently provided by the existing 103-mile regional system, consisting of rapid transit vehicles operating on a dedicated right-of-way. Metrorail would extend the full length of the corridor from a point between the East and West Falls Church Stations on the Metrorail Orange Line to Route 772 in Loudoun County.

As extensions of the Metrorail system, all the proposed improvements would have a direct connection to Metrorail.

The proposed transit service improvements address both short-term and long-term corridor needs, enhancing regional connectivity, promoting environmental quality, and supporting economic development.

Combined BRT/Metrorail – Metrorail would extend from a point between the East Falls Church and West Falls Church stations on the Orange Line through Tysons Corner, and BRT would operate in the remainder of the corridor, from Tysons Corner to Route 772 in Loudoun County.

Phased Implementation – BRT and Metrorail improvements would be implemented beginning with BRT for the length of the corridor. Ultimately BRT would be replaced with Metrorail service, first from the existing Metrorail Orange line through Tysons Corner, and then from Tysons Corner to Dulles Airport, terminating at Route 772 in Loudoun County.

The proposed improvements would generally follow along the Dulles Connector Road, the Dulles Airport Access Road (DAAR), Dulles Toll Road, and the Dulles Greenway, with several alignment design options. Because the Dulles Corridor Rapid Transit Project is envisioned as an extension of the existing Metrorail system, each proposed alternative would include a direct connection to the Metrorail Orange Line. Other elements of the proposed project would include ancillary facilities, such as a Metrorail Service and Inspection (S&I) Yard and a BRT Maintenance and Storage Facility. The highway and transit infrastructure for the Baseline (No-Build) Alternative is also assumed to be completed by others and in place before the Dulles Corridor Rapid Transit Project is implemented.

Providing transit service on a reserved right-of-way will improve efficiency, reliability, and predictability for travelers in the corridor.

The implementation of BRT and/or Metrorail service would augment the existing 103-mile Metrorail system by extending improvements into areas that do not currently have transit service functioning in rights-of-way reserved for transit or special uses. The use of such a right-of-way would enable the operation of transit improvements in a reliable and predictable manner by avoiding congestion on the already overburdened roadway system.

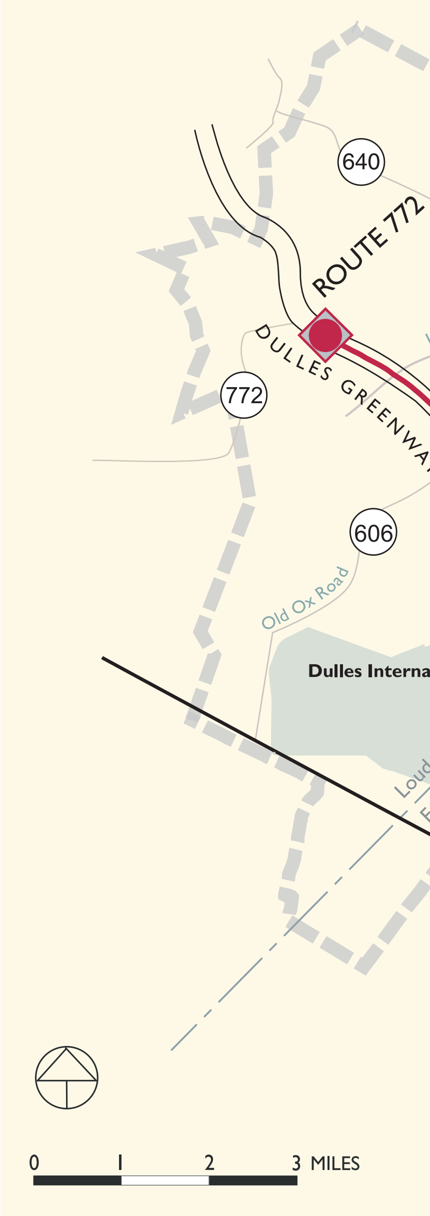
Metrorail in I-66 median.

BRT

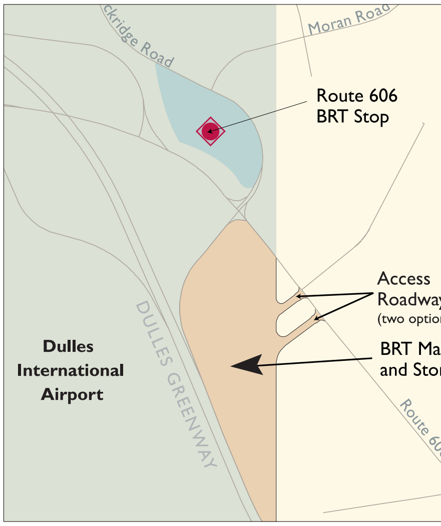
BRT service would generally extend along the Dulles Connector Road, DAAR, Dulles Toll Road, and Dulles Greenway, connecting the West Falls Church Station on the Metrorail Orange Line to Route 772 in Loudoun County. BRT vehicles would travel in the regular traffic lanes of the Dulles Connector Road and in the reserved lanes of the DAAR. In the eastbound direction on the Dulles Connector Road, BRT vehicles would use an exclusive bus lane on the roadway shoulder. In addition, for a limited number of BRT routes, BRT vehicles would also use the high-occupancy vehicle (HOV) lanes of the Dulles Toll Road. At Dulles Airport, BRT vehicles would use the north-south and east-west service roads to access the terminal, and in Loudoun County, BRT vehicles will use the regular travel lanes of the Dulles Greenway.

Three alignment options are under consideration for the BRT Alternative: BRT 1, BRT 2, and BRT 3. Each alignment option would have a different combination of stations and stops. BRT stations would be located in the median of the DAAR, whereas BRT stops would be located at park-and-ride facilities alongside the highway, accessed by BRT vehicles leaving the DAAR or the Greenway. All BRT alignment options would include modifications to the West Falls Church Metrorail Station, minor modifications at Dulles Airport terminal, modifications to existing park-and-ride facilities along the DAAR, in addition to a new BRT Maintenance and Storage Facility. The BRT Maintenance and Storage Facility would be located at Dulles Airport near the Route 606 and Dulles Greenway interchange.

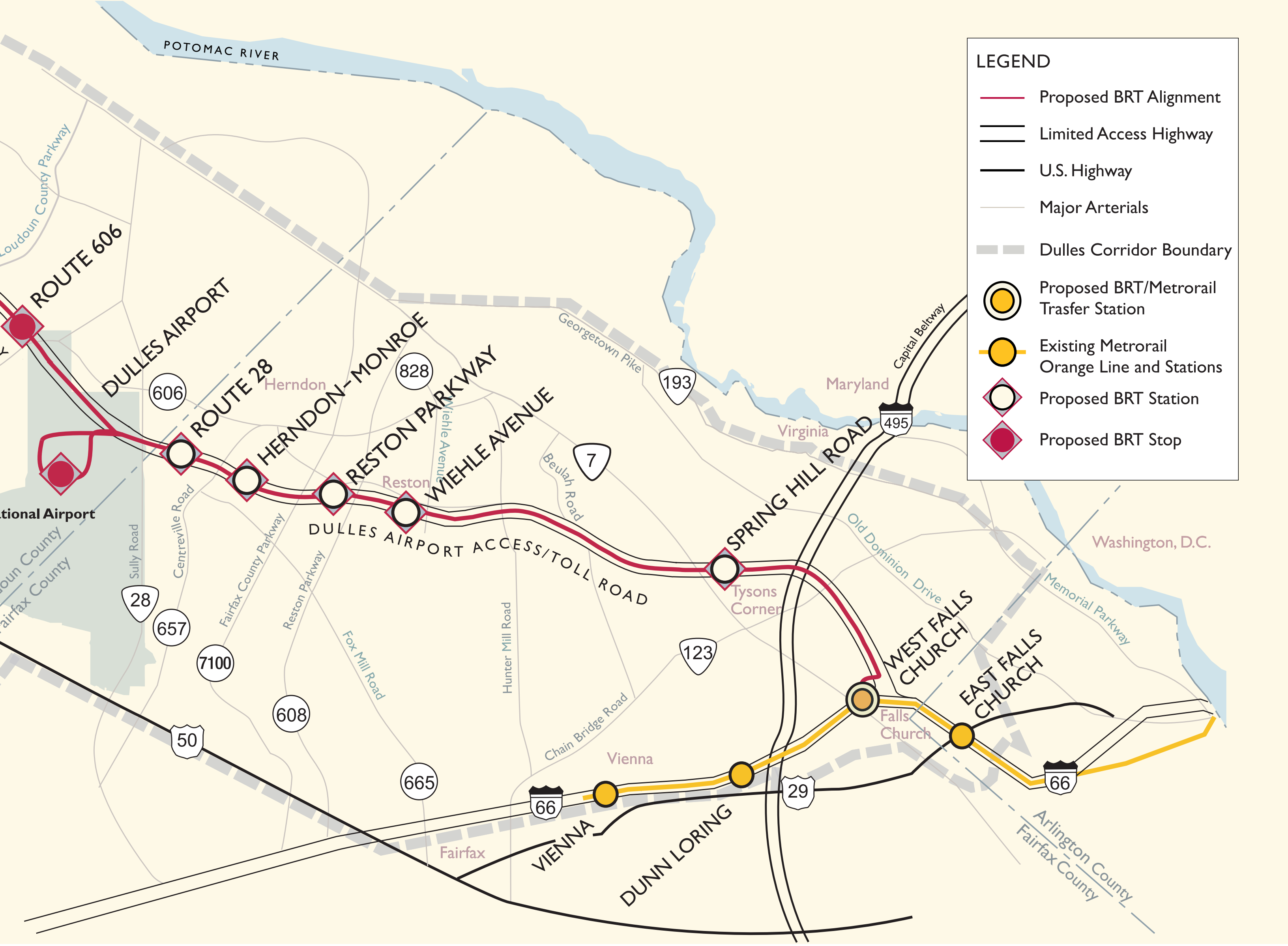
	ALIGNMENT OPTIONS		
Bus Rapid Transit	**BRT1**	**BRT2**	**BRT3**
NO. OF STATIONS/STOPS	5 Stations 3 Stops	3 Stations 4 Stops	1 Station 6 Stops
OPENING YEAR RIDERSHIP (AVERAGE WEEKDAY RIDERS)	30,300	30,100	26,900
OPENING YEAR TOTAL NEW RIDERS	4,500	4,400	2,200
FORECAST RIDERSHIP (2025) (AVERAGE WEEKDAY RIDERS)	49,400	48,000	47,100
FORECAST YEAR (2025) TOTAL NEW RIDERS	12,500	11,400	10,900
CAPITAL COSTS W/O FINANCING (YEAR OF EXPENDITURE IN MILLIONS)	$ 481.4M	$ 349.1M	$ 342.7M
ANNUAL OPERATING COSTS OPENING YEAR (CHANGE FROM NO-BUILD/BASELINE, YEAR OF EXPENDITURE IN MILLIONS)	$ 20.7M	$ 21.3M	$ 26.8M

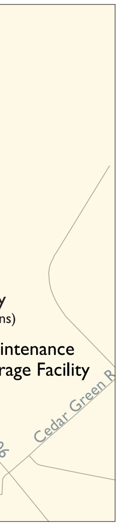


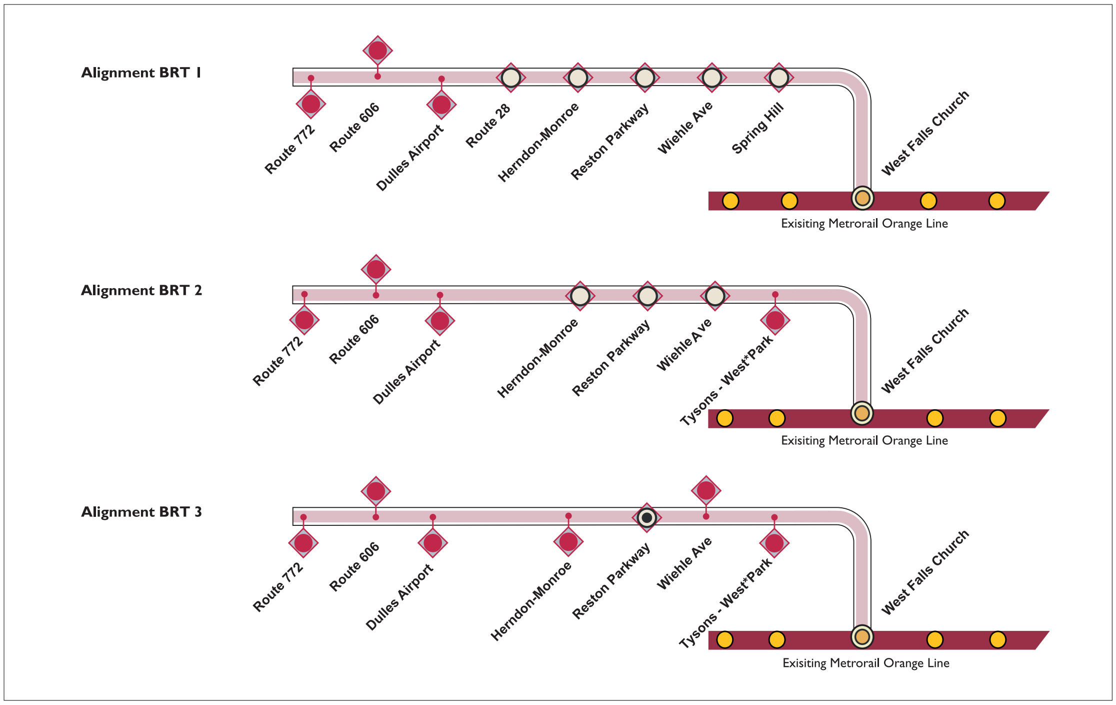
BRT Alignment



BRT Maintenance and Storage Facility





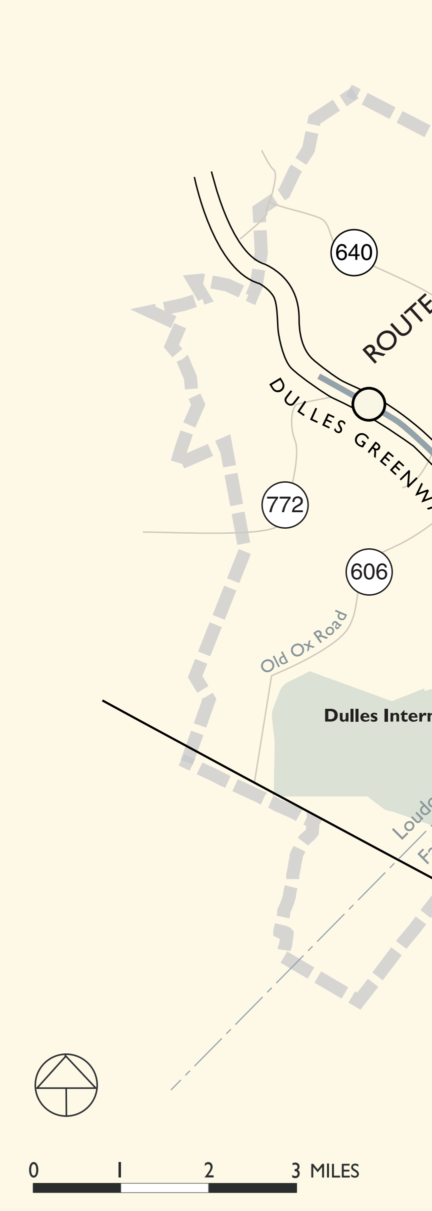


BRT Alignment Options

Metrorail

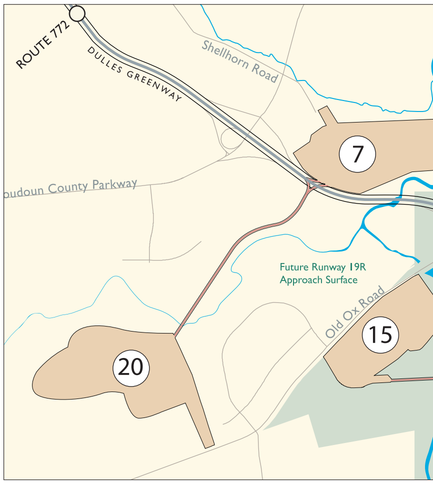
Metrorail improvements would extend beyond the Metrorail Orange Line from a point between the East Falls Church and the West Falls Church stations to Route 772 in Loudoun County, generally using the median of the Dulles Connector Road, the DAAR, and the Dulles Greenway.

The alignment would diverge from these highways to serve Tysons Corner and Dulles Airport. Several possible configurations are under consideration in the Tysons Corner area, including placing portions of the alignment on aerial structure or underground, in addition to the primary at-grade configuration of the DAAR and Greenway portions of the alignment. The alignment from and to the Dulles airport station would also have aerial and underground portions, with the airport station being underground. Four design options (T1, T6, T9, or T4) are under consideration to serve Tysons Corner, with between three and six stations. Metrorail improvements would include from 10 to 13 new stations, as well as ancillary facilities such as a new S&I Yard, the addition of storage tracks to the existing West Falls Church S&I Yard, stormwater ponds, traction power substations, and tie-breaker stations.

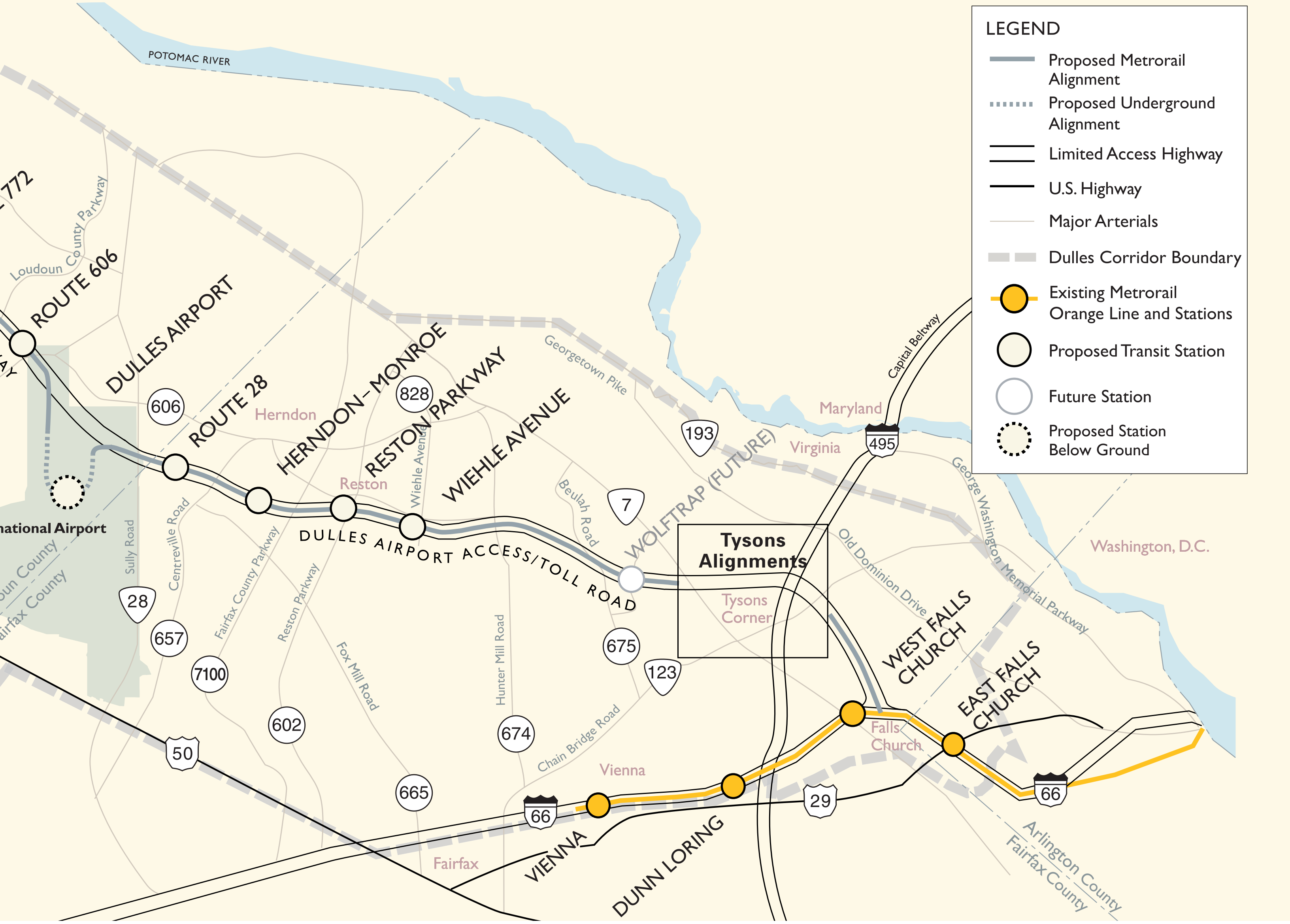


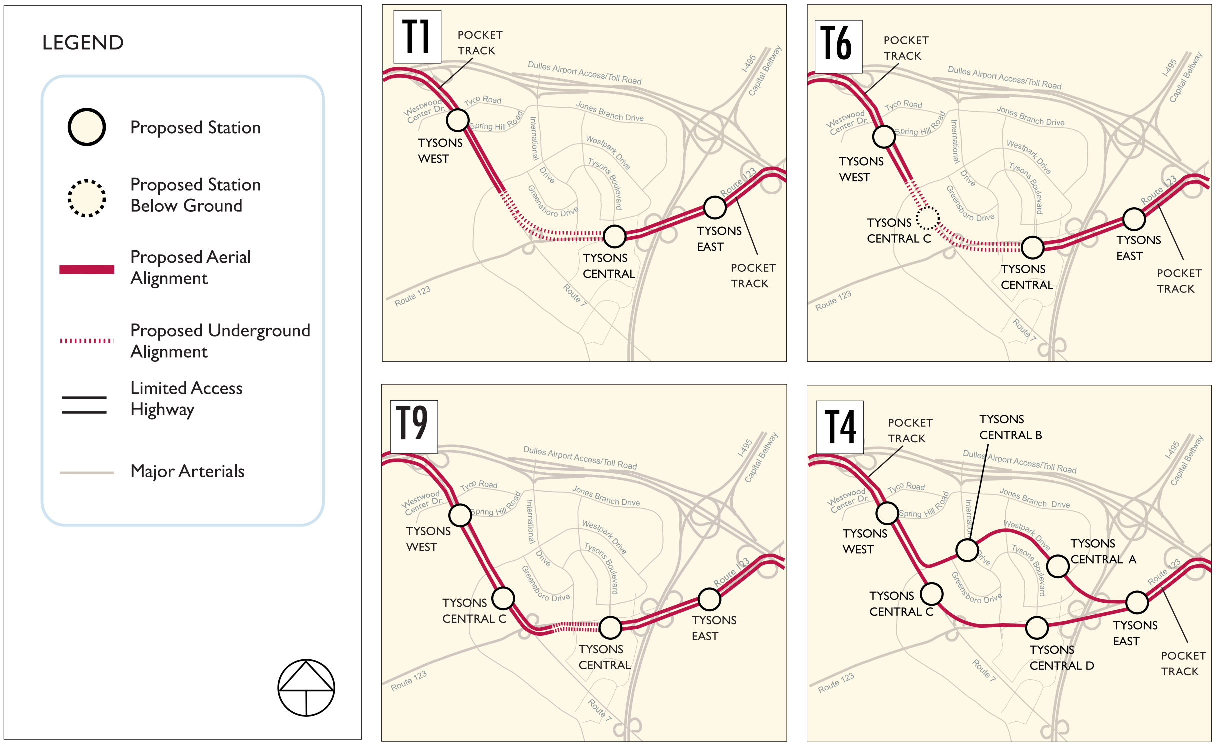
Metrorail Alignment

	ALIGNMENT OPTIONS			
Metrorail	**T1**	**T6**	**T9**	**T4**
NO. OF STATIONS/STOPS	10 Stations	11 Stations	11 Stations	13 Stations
OPENING YEAR RIDERSHIP (AVERAGE WEEKDAY RIDERS)	71,300	71,900	71,900	69,400
OPENING YEAR TOTAL NEW RIDERS	31,600	32,700	32,700	31,400
FORECAST RIDERSHIP (2025) (AVERAGE WEEKDAY RIDERS)	86,300	86,900	86,900	83,800
FORECAST YEAR (2025) TOTAL NEW RIDERS	37, 300	38,300	38,300	36,800
CAPITAL COSTS W/O FINANCING (YEAR OF EXPENDITURE IN MILLIONS)	$2,937.3M	$3,101.3M	$2,982.6M	$3,080.4M
ANNUAL OPERATING COSTS OPENING YEAR (CHANGE FROM NO-BUILD/BASELINE, YEAR OF EXPENDITURE IN MILLIONS)	$106.7M	$108.3M	$108.3M	$110.8M



Metrorail Service and Inspection Yard Options





Tysons Alignments

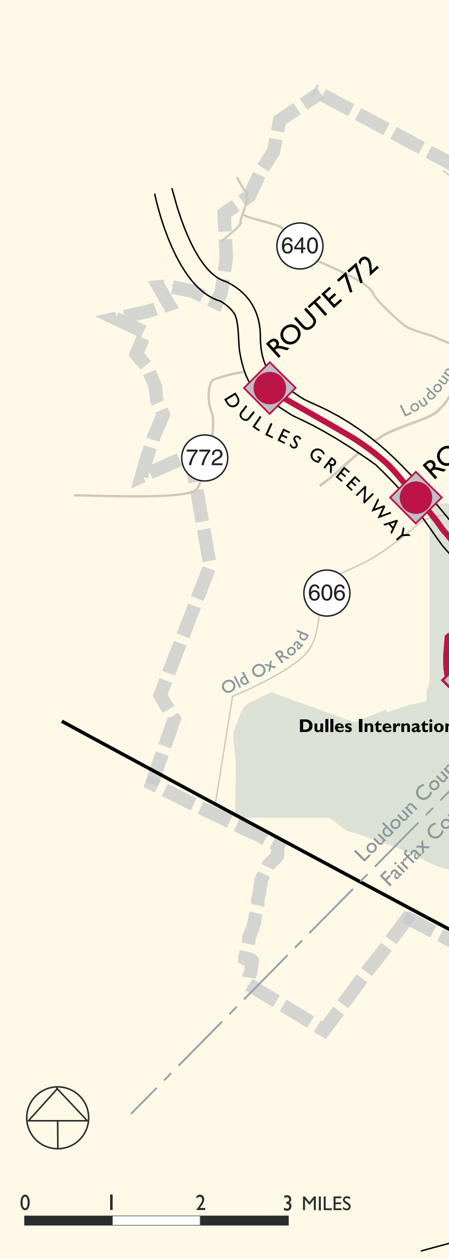
Combined BRT/Metrorail

The BRT/Metrorail improvements would combine elements of the BRT and Metrorail alternatives. Metrorail would extend from a point between the East Falls Church and West Falls Church stations on the Orange Line through Tysons Corner. Metrorail alignments would serve Tysons Corner (T1, T6, T9, or T4) with three to six stations.

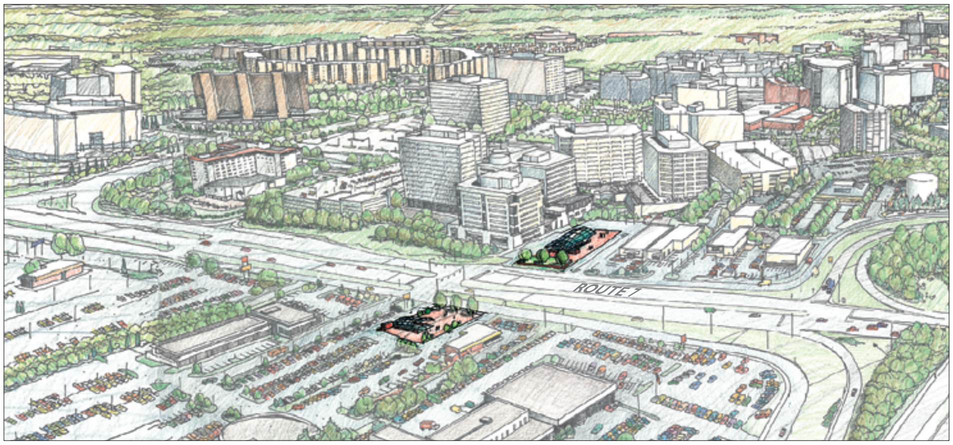
West of Tysons Corner, BRT would operate through the remainder of the corridor to Route 772 in Loudoun County. The number of BRT stations and stops would vary depending on the selected BRT alignment (BRT 1, BRT 2, or BRT 3).

BRT/Metrorail improvements also would include both a new BRT Maintenance and Storage Facility, as well as the addition of storage tracks to the existing Metrorail S&I Yard at the West Falls Church Station. The Metrorail portion of the alternative would include stormwater ponds, traction power substations and tie-breaker stations. This alternative could be developed as an intermediate step in the phased implementation of Metrorail.

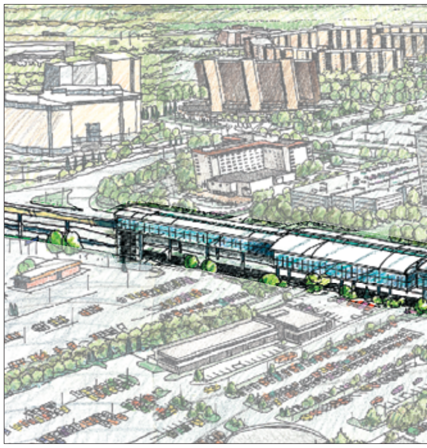
Combined BRT/Metrorail	
NO. OF STATIONS/STOPS	4 – 10 Stations 3 – 6 Stops (Depending on Alignment Options)
OPENING YEAR RIDERSHIP (AVERAGE WEEKDAY RIDERS)	50,800
OPENING YEAR TOTAL NEW RIDERS	18,800
FORECAST RIDERSHIP (2025) (AVERAGE WEEKDAY RIDERS)	70,500
FORECAST YEAR (2025) TOTAL NEW RIDERS	25,100
CAPITAL COSTS W/O FINANCING (YEAR OF EXPENDITURE IN MILLIONS)	$ 1,454.1M
ANNUAL OPERATING COSTS OPENING YEAR (CHANGE FROM BASELINE NO-BUILD, YEAR OF EXPENDITURE IN MILLIONS)	$ 53.7M (Includes $16.5M of BRT Costs)



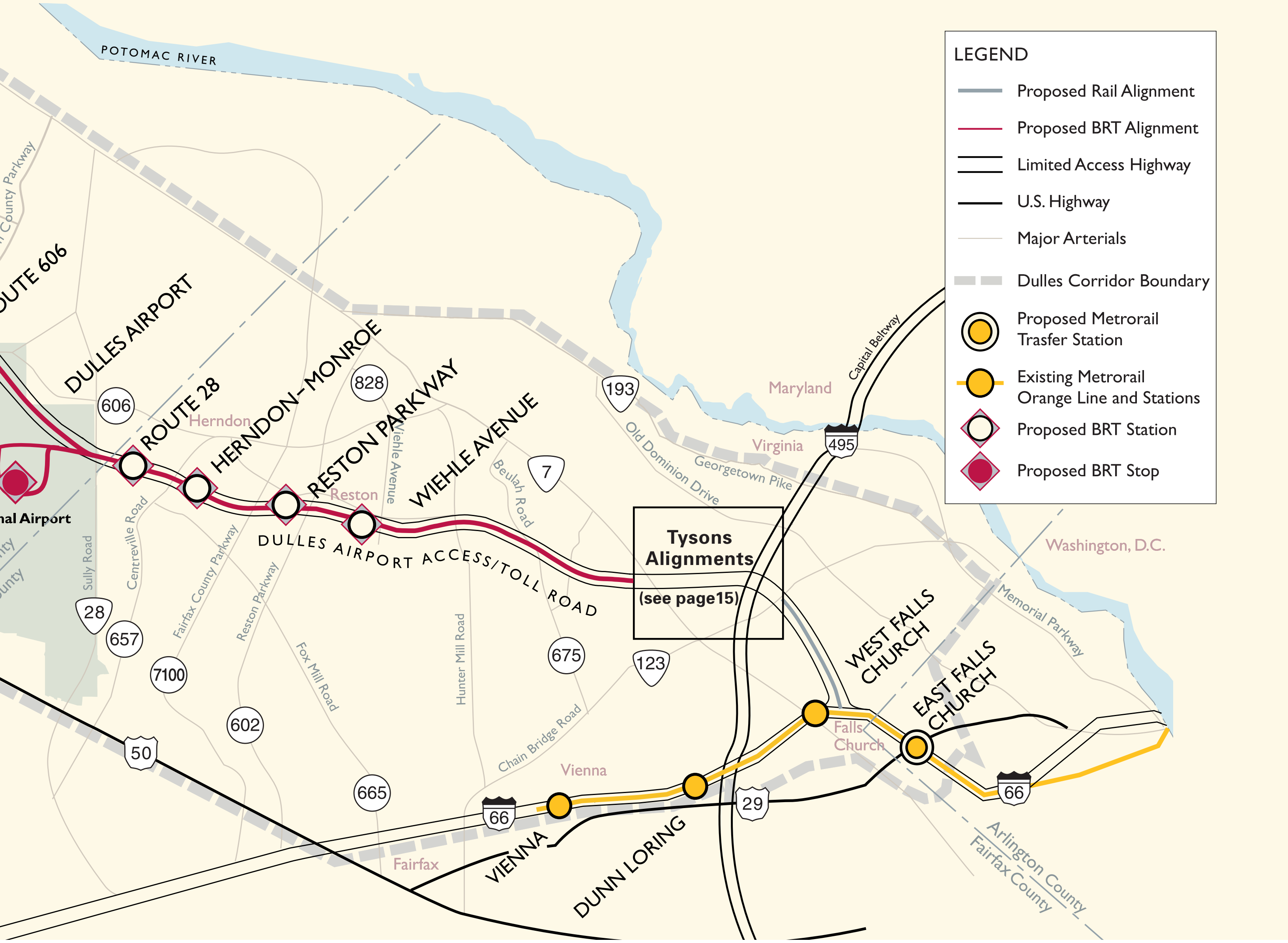
Combined BRT/Metrorail Alignment

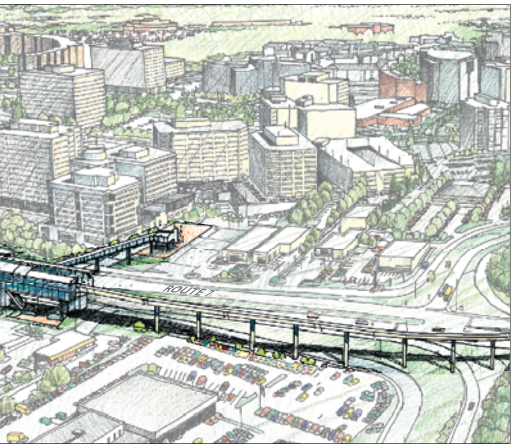


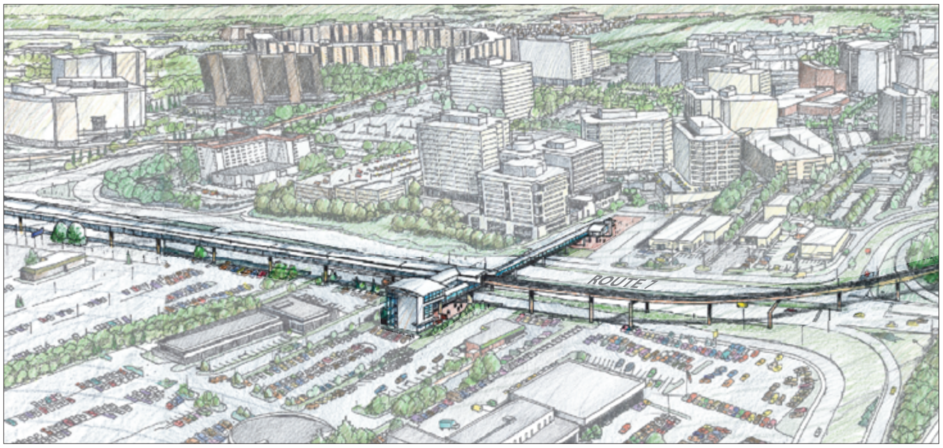
Underground Station in Tysons Corner-Route 7
(Tysons Central C - Alignment T6)



Aerial Double-Track Station in Tysons Corner
Route 7 (Tysons Central C - Alignment T9)







Aerial Single-Track Station in Tysons Corner - Route 7
(Tysons Central C - Alignment T4)

Phased Implementation

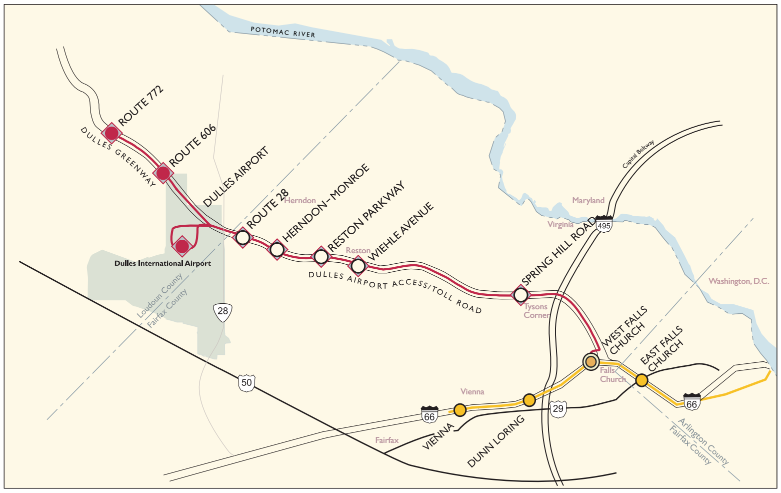
The Phased Implementation Alternative consists of constructing all three Build Alternatives previously described in stages, following the approach recommended in the 1999 *Supplement to the Dulles Corridor Transportation Study*. Under this alternative, BRT would be constructed first from the West Falls Church Metrorail Station to Route 772 in Loudoun County (the BRT Alternative). Subsequently, Metrorail would be constructed between the Orange Line and Tysons Corner, connecting to BRT service between Tysons Corner and Loudoun County (the BRT/Metrorail Alternative). Finally, Metrorail would be constructed between Tysons Corner and Loudoun County, replacing BRT service in the corridor (the Metrorail Alternative). It is anticipated that operations for BRT would begin in 2005, for BRT/Metrorail in 2006, and for Metrorail in 2010.

Like the alignments for the other Build Alternatives, the alignment for the Phased Implementation Alternative would generally follow the Dulles Connector Road, the DAAR, and the Dulles Greenway. Stations, stops and auxiliary facilities would also be the same as those described for the BRT, Metrorail, and BRT/Metrorail alternatives. Initially, a new BRT Maintenance and Storage Facility would be constructed at the western end of the corridor. For the intermediate phase, additional storage tracks would be added to the West Falls Church S&I Yard, and for the full Metrorail phase, a new S&I Yard would be constructed at the western end of the corridor.

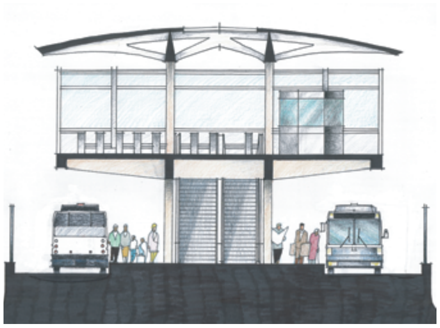
	PHASES		
Phased Implementation	**BRT**	**BRT/Metrorail**	**Metrorail**
NO. OF STATIONS /STOPS (DEPENDING ON ALIGNMENT OPTION)	1-5 Stations 3-6 Stops	4-10 Stations 3-6 Stops	10-13 Stations
OPENING YEAR RIDERSHIP (AVERAGE WEEKDAY RIDERS)	26,900-30,300	50,800	69,400-71,900
OPENING YEAR TOTAL NEW RIDERS	2,200-4,500	18,800	31,400-31,600
FORECAST RIDERSHIP (2025) (AVERAGE WEEKDAY RIDERS)	—	—	83,300-86,900
FORECAST YEAR (2025) TOTAL NEW RIDERS	—	—	31,400-31,600
CAPITAL COSTS W/O FINANCING (YEAR OF EXPENDITURE IN MILLIONS)	$481.4M	$1,050.4M	$1,763.8M Total All Phases: $3,295.4M
ANNUAL OPERATING COSTS OPENING YEAR (CHANGE FOR NO-BUILD/BASELINE, YEAR OF EXPENDITURE IN MILLIONS)	$20.7M	$52.9-57.1M	$106.7-110.8M

LEGEND

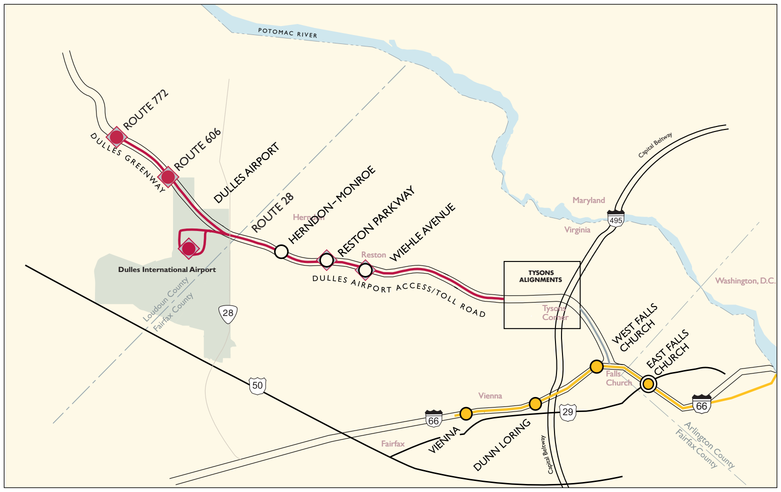
- ▬ Proposed Rail Alignment
- ▬ Proposed BRT Alignment
- ═ Limited Access Highway
- ─ U.S. Highways
- ─ Major Arterials
- ◎ Proposed Metrorail Transfer Station
- ● Existing Metrorail Orange Line and Stations
- ◇ Proposed BRT Station
- ◆ Proposed BRT Stop
- ○ Proposed Rail Station



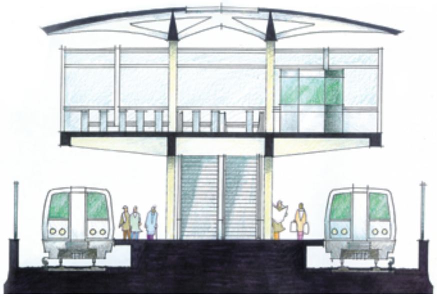
BRT Phase (BRT I)



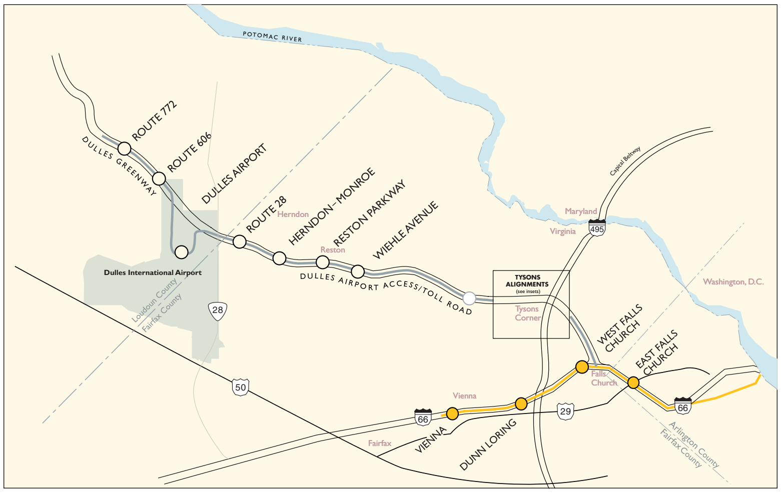
BRT



BRT/Metrorail Phase



Metrorail



Metrorail Phase

CHOICES FOR TOMORROW

Performance of Alternatives

Over the last four decades, the transportation needs of the Dulles Corridor and potential improvements have been the subject of several studies conducted by public agencies and private entities. Most of these studies identified mass transit alternatives as the best transportation solution for the corridor. Numerous land use and regional transportation plans include references to specific Dulles Corridor transit alternatives, supportive land use measures, and potential funding sources.

Numerous alternatives have been evaluated in studies of the Dulles Corridor over the last 40 years, including a range of different travel modes.

DRPT initially identified and described alternatives for the Dulles Corridor Rapid Transit Project in the Dulles Corridor Transportation Study, the report documenting a Major Investment Study (MIS) that was completed in 1997. The MIS resulted in recommendations to extend the existing 103-mile Metrorail system through Tysons Corner to Dulles Airport and Loudoun County, and to implement an expanded bus system as an interim solution. In the Supplement to the Dulles Corridor Transportation Study, completed in 1999, the MIS recommendations were revised to consider implementation of transit in four phases: express bus service (Phase I), enhanced express bus service (Phase II), BRT (Phase III), an extension of the regional rail system to Tysons Corner and BRT between Tysons Corner and Loudoun County (Phase IVA), and finally full rail service between Metrorail's Orange Line and Loudoun County (Phase IVB). The Commonwealth Transportation Board (CTB) adopted the revisions described in the Supplement and directed that the revisions be included in the Commonwealth of Virginia’s State Transportation Improvement Plan (STIP).

The 1999 MIS Supplement completed by DRPT recommended Phased Implementation of BRT and Metrorail service.

The alternatives advanced for detailed evaluation in the Draft EIS were those judged to best achieve the goals and objectives for the corridor, relative to the other alternatives under consideration. Alternatives were assessed in terms of how well they achieved the following objectives:

- Enhanced transportation service;
- Increased transit ridership;
- Supported future development;
- Supported environmental quality;
- Provided cost-effective, achievable transportation solutions; and
- Served diverse populations.

The Build Alternatives retained for consideration in the Draft EIS were those that best served the needs of the Dulles Corridor.

The range of alternatives considered included a variety of modes, alignments, stations, and ancillary facilities including maintenance and storage yards.

Alternatives were eliminated from further consideration based on how well they served business and community transportation needs in the corridor, and how well they "fit" into the transportation, social, environmental and economic context.

The modal alternatives initially considered included:

- Personal Rapid Transit
- Light Rail Transit (LRT)
- Monorail
- Metrorail
- Bus System Improvements
- BRT
- Express Bus Service

As a result of the previous studies, project scoping, and preliminary screening during the initiation of the preparation of the Draft EIS, the alternatives retained for further, more detailed evaluation focused on BRT and Metrorail improvements, or some combination of both, along with associated maintenance facilities.

The goals used to measure the performance of alternatives were:

- *Increase transit ridership*
- *Support future development*
- *Support environmental quality*
- *Provide cost-effective, achievable transportation solutions*
- *Serve diverse populations*

The comparative evaluation of the alternatives for the Dulles Corridor Rapid Transit Project was developed to demonstrate the relative effectiveness of each alternative in meeting the stated project goals and objectives; focus on the essential differences between alternatives and alignment options; and highlight the basic advantages and disadvantages of each. Goals range from improving public transit and broadening the availability of transportation services to supporting future land use development patterns and preserving and enhancing neighborhood and environmental quality. The effectiveness of each of the alternatives in meeting these goals was assessed against a set of evaluation criteria and measures.

Overall, selection of the Baseline (No-Build) Alternative would not support the goals of the Dulles Corridor Rapid Transit Project as well as any of the proposed BRT or Metrorail alternatives, or combinations thereof. Any of these investments would offer a much better level of transit service when compared to the Baseline (No-Build) Alternative, enhancing mobility for corridor residents and employees, especially during midday. Moreover, the Baseline (No-Build) Alternative would be inconsistent with local and regional comprehensive plans, which specifically identify rapid transit improvements in the Dulles Corridor as a critical element in shaping orderly development and meeting regional goals.

The Baseline (No-Build) Alternative, or taking no additional action, would not be consistent with adopted local and regional plans.

Phased Implementation would allow the corridor to benefit from improved transportation service as soon as possible in the form of BRT, and it would also provide the mobility benefits associated with Metrorail in the future. On the other hand, Phased Implementation would ultimately cost more than the most expensive of the BRT, Metrorail, or Combined BRT/Metrorail investments. In addition, conversion of BRT 1 or BRT 2 to Metrorail would displace BRT operations from the stations in the DAAR median during conversion, and therefore cause a lengthy suspension of the service benefits provided by these BRT alignments. During conversion, the service provided by BRT 1 and BRT 2 would be more akin to "express bus" type of service.

West Falls Church Metrorail Station

Other key findings relative to the proposed improvements under construction include the following:

Baseline (No-Build)

- The Baseline (No-Build) Alternative would not afford enhanced opportunities for economic development, and is not consistent with local and regional plans, which call for transit investment in the corridor.
- The Baseline (No-Build) Alternative would have the fewest short-term environmental impacts, but the least desirable long-term effect on the environment, including transportation, social, economic and environmental factors.

According to MWCOG, vehicle miles of travel (which is a measurement of how extensively roads are used) is expected to increase 46 percent by 2025. Freeway and arterial lane miles are planned to increase by only 13 percent during that period.

BRT would be faster to implement and less expensive to construct than Metrorail, but would serve fewer people less effectively.

A major transit capital investment such as Metrorail in the Dulles Corridor would improve transit travel times and make them more competitive with highway travel. Peak period Metrorail travel times are faster than highway times in over one-half of analyzed corridor origination - destination pairs.

BRT

- BRT service can be implemented before Metrorail or Combined BRT/Metrorail.
- BRT does not support land development patterns in Tysons Corner as well as Metrorail, Combined BRT/Metrorail, or Phased Implementation, and cannot penetrate Tysons Corner to effectively serve its workers, shoppers, and residents.
- BRT is less expensive to construct than choices involving Metrorail service.
- BRT would provide less overall passenger capacity than Metrorail.
- BRT does not provide the same level of accessibility for minority and low-income populations to regional job choices that include Metrorail.

Metrorail

- Metrorail service generally results in the shortest travel time, especially for reverse commute trips and those that begin and end in Tysons Corner.
- Metrorail service will deliver the highest ridership (more than twice as much as BRT), the highest number of new riders (more than three times as many as BRT), and will result in a higher percentage of people using transit.
- Metrorail would provide a seamless "single-seat" link between Dulles Airport and the region's core, and provides facilities commensurate to the status of this international airport.
- Metrorail service would provide a much greater increase in the capacity to move people through the corridor than either BRT or Combined BRT/Metrorail.
- Metrorail would have higher growth potential in station areas along the corridor due to planned increases in allowable densities at rail stations, and better contributes to the objectives of adopted county master plans.
- More members of the business community, area neighborhood residents, and civic organizations have expressed support for Metrorail than for any other choice.
- Metrorail would provide the best opportunity to capture previous investment made in regional infrastructure.

Combined BRT/Metrorail

- The combined service is similar in nature to both the BRT and the Metrorail options.
- With Combined BRT/Metrorail, areas that would be served by BRT would not have to wait for rapid transit service as long as they would for Metrorail service.
- Combined BRT/Metrorail blends the benefits of Metrorail service in areas where BRT would not adequately serve development patterns with the benefits of enhanced, more immediate transit service in other areas.
- Combined BRT/Metrorail would provide a greater increase in capacity to move people through the corridor, and would have higher ridership and improved travel times when compared to BRT service alone.

Phased Implementation

- Phased Implementation would cost the most, but combines the advantages of both BRT and Metrorail service.
- Under Phased Implementation transit service would be introduced in the corridor as soon as possible.
- Phased Implementation would be the most disruptive to the community, traffic and transit service during the conversion of BRT to Metrorail because of the extended construction periods associated with each of the modes, followed by the conversion period.
- Phased Implementation would provide all the long term benefits of Metrorail described above.

Elevated Metrorail Station in Tysons Corner

Fairfax County land use density bonuses would result in a 17 percent increase in population and a 27 percent increase in employment at transit stations.

Implementation of BRT and Metrorail improvements would result in a significant increase in new transit ridership in the region.

Phased Implementation of BRT and Metrorail improvements could provide interim BRT services as part of the full extension of the Metrorail System.

BRT and Metrorail facilities have been designed to avoid, to the extent possible, impacts to environmental resources and preserve environmental quality.

Wolf Trap Run at Wolf Trap Farm Park

Environmental Effects

The Build Alternatives were assessed in terms of the potential effects on the existing social, environmental, economic, and transportation conditions in the Dulles Corridor. The social and environmental effects from the project are anticipated to be minor, especially given the length and complexity of the project, because most of the proposed improvements would occur within the medians of the Dulles Connector Road, DAAR, and Dulles Greenway. A notable exception includes the visual impacts of the Metrorail elements on Tysons Corner neighborhoods, which would require mitigation to lessen the extent of these impacts. Overall, the effects of the proposed Build Alternatives are similar in nature. Metrorail and Phased Implementation transit alternatives would have a higher number of displacements, land acquisition, and neighborhood, visual, wetland, floodplain, and noise effects. None of the Dulles Corridor Rapid Transit Project improvements would result in residential displacements.

Residential complex in Tysons Corner

The potential adverse effects of BRT and Metrorail alternatives are expected to be relatively low given the use of existing transportation rights-of-way.

In comparison to the Baseline (No-Build) conditions, all of the Build Alternatives are expected to have positive effects on commercial and residential properties located near transit stations, and contribute to more sustainable and transit-supportive economic development by focusing higher-density residential and commercial land uses around the transit stations, especially for alternatives involving Metrorail.

The Dulles Corridor Rapid Transit Project would result in changes to traffic conditions as people change their travel patterns to access the new transit stations, affecting some of the neighborhoods that surround certain stations. Although several neighborhoods would experience such traffic-related effects, these neighborhoods would also directly benefit from the mobility and accessibility that the transit improvements would bring. Neighborhoods surrounding the stations/stops at Spring Hill Road (south side), Wiehle Avenue, Reston Parkway, and Herndon-Monroe would be affected under alternatives involving BRT. Neighborhoods surrounding the Tysons East, Tysons West, Wiehle Avenue, Reston Parkway, and Herndon-Monroe stations would be affected under alternatives involving Metrorail.

Adjacent communities would benefit from improved mobility and accessibility, but could experience localized increases in traffic volumes.

Potential positive effects include:

- *Air quality benefits*
- *Reduction in traffic congestion*
- *Reinforcement of land use patterns*

Secondary effects related to increased development at transit stations could include effects on neighborhoods, community services, visual and aesthetic conditions, cultural resources, parks and recreation, natural resources, and traffic conditions. The potential for secondary effects is considered low for the BRT Alternative, moderate for the Metrorail and Phased Implementation alternatives, and low for the BRT/Metrorail Alternative. The Build Alternatives will have a low impact on the cumulative effects resulting from other transportation and local improvement projects being implemented at the same time.

The environmental and operational effects differ for each of the Metrorail S&I yard sites under consideration (Sites 7, 15, and 20). Site 20 would be the most consistent with existing and future land use plans. In comparison to Site 7, Site 15 and Site 20 would have greater potential for effects on the natural environment.

The design of the selected facilities will incorporate mitigation measures to offset unavoidable adverse impacts to the transportation, social, economic and environmental context.

Funding Needs and Strategy

Capital Costs

Funding for capital costs could be provided through a combination of public and private sector funding.

FTA, the Commonwealth of Virginia, Fairfax and Loudoun counties, and MWAA would provide capital funding for the Dulles Corridor Rapid Transit Project. In addition, there is the possibility of private funding for portions of the project through implementation of the Commonwealth of Virginia's Public- Private Transportation Act of 1995 (PPTA). Capital costs for the project alternatives are summarized in the table below:

CAPITAL COSTS WITHOUT FINANCING (YEAR OF EXPENDITURE DOLLARS IN MILLIONS)

BRT			Metrorail				BRT/Metrorail	Phased Implementation
BRT1	BRT2	BRT3	T1	T6	T9	T4	BRT1/T6	T6
$481.4	$349.1	$342.7	$2,937.3	$3,101.3	$2,982.6	$3, 080.4	$ 1,454.1	$ 3,295.4

As the project sponsor and federal grant recipient, DRPT intends to request New Starts funding from FTA at 60 percent of the capital costs for BRT and at 50 percent of the capital costs for Metrorail. Participating agencies and their anticipated capital funding sources are:

- FTA (Federal New Starts Funds).
- Commonwealth of Virginia (Virginia Priority Transportation Fund, Dulles Toll Road Surplus Revenues, Public-Private Transportation Act of 1995).
- Fairfax County (Transportation Improvement Tax District, Fairfax County General Obligation Bonds).
- MWAA (Passenger Facility Charges (PFCs)).
- Loudoun County (Business and Professional Occupancy License (BPOL)).

Federal funding will be requested for 60% of the capital costs for BRT, and 50% of the capital costs for Metrorail.

The required funding amounts from each jurisdiction vary by alternative. The private sector contributions to funding would be limited to the Metrorail extension, and would not be available for BRT service, based on coordination to date.

Operating and Maintenance Costs

For purposes of estimating operating and maintenance costs, it was assumed that WMATA would be the leaseholder and operator of the project. Operating revenues will come from a number of sources including: passenger fares, parking, joint development, advertising, concessions, and grants. These services will be subsidized by the approved allocation formulas of the jurisdictions in the WMATA Compact.

The new transit services would be subsidized by the contributions of WMATA compact jurisdictions.

Opening year operating and maintenance (O&M) cost estimates for the Baseline (No-Build), BRT and Metrorail improvements were estimated for opening year, and for 2025. The O&M cost estimates shown in the accompanying table are expressed as the incremental increase in cost over the Baseline (No-Build) Alternative in year-of-expenditure (YOE) dollars.

INCREMENTAL ANNUAL O & M COST OVER THE BASELINE (NO-BUILD) ALTERNATIVE

	OPENING YEAR	FORECAST YEAR (2025)
BRT	$ 20.7-26.8M	$ 54.1-64.2M
(BRT COSTS WITHIN ABOVE)	$ 20.2-26.3M	$ 49.3-56.8M
METRORAIL	$ 106.7-110.8M	$ 176.5-184.2M
BRT/METRORAIL	$ 52.9-57.1M	$ 107.2-114.9M
(BRT COSTS WITHIN ABOVE)	$ 16.5M	$ 39.6M
PHASED IMPLEMENTATION	$ 20.7M	$ 176.5-184.2M
(BRT COSTS WITHIN ABOVE)	$ 20.2M	$ 0.0

The incremental increase in operating and maintenance costs would be higher for alternatives involving Metrorail improvements.

Although BRT O&M Costs are lower than those for Metrorail, BRT would provide less capacity.

The range shown for the BRT and Metrorail alternatives reflects the variation in O&M costs for the different alignment options. The Metrorail O&M costs are higher than the costs associated with BRT and BRT/Metrorail. It is important to note, however, that the BRT Alternative only provides 15 to 30 percent of the peak-hour capacity of Metrorail and its ridership is almost 50 percent lower.

To compare the efficiency of service between the Build Alternatives, annual O&M costs were divided by the number of annual passenger miles projected for the corresponding alternative. The accompanying table summarizes the O&M costs per passenger mile for each of the alternatives.

O & M COSTS PER PASSENGER MILE IN 2025 (IN 2001$)

BRT			Metrorail			BRT/Metrorail	Phased Implementation
BRT1	BRT2	BRT3	T1	T6/T9	T4	BRT1/T4	T4
$0.264	$0.263	$0.263	$0.268	$0.270	$0.271	$0.267	$0.271

The costs per passenger mile are similar for all the alternatives under consideration.

This cost measure indicates that when O&M costs are considered together with the total existing Metrorail system, all of the Build Alternatives generate similar costs per passenger mile.

Operating Subsidy

The operation of the BRT and Metrorail improvements will require an operating subsidy. The subsidy will vary with the different alternatives. Because of the higher capacity and level of service, Metrorail service will require a greater subsidy than BRT service. An operating subsidy is required from each WMATA Compact jurisdiction to fund the difference between the project's operating revenues and operating maintenance costs.

COORDINATION OPPORTUNITIES

The Dulles Corridor Rapid Transit Project has been developed and advanced by a partnership of federal, state and local entities as the result of an open and collaborative public discussion of the corridor, its future needs, and potential solutions to transportation demands. The preparation of the Draft EIS was guided by a proactive, responsive public outreach and agency coordination program, with participation from thousands of people with diverse interests from all parts of the corridor, as well as representatives from over 75 federal, regional, state, and local agencies.

To accommodate various degrees of participation and support the decision process, a broad range of outreach techniques was used to define the project purpose and need, design solutions, and assess potential consequences of different actions in terms of transportation, social, economic, and environmental considerations. Comments received focused mainly on the need for a rapid transit investment in the corridor, and how improvements should be designed to avoid and minimize potential effects of construction and operation on adjacent properties and resources.

The Draft EIS is being circulated for review by elected officials, government agencies, and the public, and is available at libraries, information kiosks, project information centers, and community centers prior to the scheduled public hearings. Comments received on the Draft EIS will help shape the future of the project, and will be addressed in the Final EIS.

Members of the public offer comments on alignments

A partnership of federal, state and local entities, working with area business and residents, have participated in the Draft EIS in order to arrive at a decision for the future of the Dulles Corridor.

The public hearings will provide additional opportunities for interested parties to review and comment on proposed improvements.

Connections to Future Transit Lines
Summary of Initial Screening Recommendations
Facility & Storage

Members of the public view project displays.

Tysons Corner

"...Dulles already is the principal world gateway to our nation's capital. The highway system alone cannot cope. Mass transit is needed for efficient ground access and to maintain the global image of our capital..."
Congressmen Wolf, Davis, and Moran to USDOT Secretary Mineta (10/4/2001)

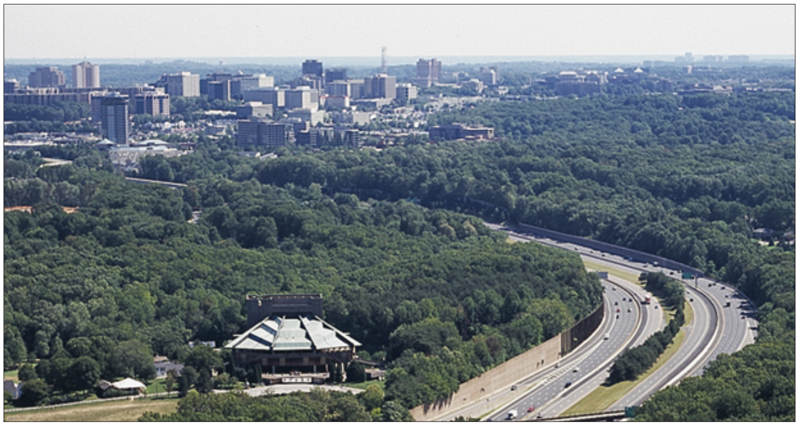
Dulles Connector Road

A LPA will be selected by Fall 2002, in cooperation with project sponsors, public agencies, the business community, and area neighborhoods.

FUTURE ACTIONS

To move forward with a solution for the transportation needs of the Dulles Corridor, following the review of comments received on the Draft EIS, a Locally Preferred Alternative (LPA) for the Dulles Corridor Rapid Transit Project will be selected by Fall 2002. The LPA will be finalized in continued cooperation with federal, state, regional, and local agencies and the public, and will involve the following actions, as appropriate:

- Coordination with local communities to address outstanding issues related to facility design, potential effects, and mitigation.
- Coordination with resource and regulatory agencies to finalize impact assessment and mitigation requirements.
- Coordination with the FAA as a cooperating agency to satisfy FAA's responsibilities under NEPA.
- Coordination among DRPT, WMATA, the Northern Virginia Transportation Commission, MWAA, Fairfax County, and Loudoun County regarding project financial planning and funding.
- Request by DRPT for FTA approval to enter preliminary engineering for any LPA with a Metrorail component.
- Formal LPA recommendation by Fairfax County, Loudoun County, and MWAA.
- Selection of the LPA by the WMATA Board of Directors and by Virginia's CTB.
- WMATA Board modification of the Adopted Regional System to include the LPA.
- Completion of the Final EIS and issuance of a Record of Decision (ROD) by the FTA identifying the action to be undertaken, environmental findings, and mitigation requirements.



Summary of Build Alternatives:

The Draft EIS provides detailed analysis of the Baseline/No-Build and Build Alternatives. For easy comparison of the Build Alternatives, the following table highlights the results of various analyses presented in the Draft EIS.

Measures	Build Alternatives			
	BRT	**Metrorail**	**BRT/Metrorail**	**Phased Implementation**
Transit Operations				
No. of Stations/Stops	1-5 Stations 3-6 Stops	10-13 Stations	4-10 Stations 3-6 Stops	10-13 Stations (Metrorail Phase)
Opening Year Ridership (Average Weekday Riders)	26,900-30,300	69,400-71,900	50,800	26,900-30,300
Opening Year New Riders	2,200-4,500	31,400-32,700	18,800	2,200-4,500
Forecast Ridership 2025 Average Weekday Riders	47,100-49,400	83,800-86,900	70,500 (BRT1/T4)	83,800 - 86,900
Forecast Year (2025) New Riders	10,900-12,500	36,800-38,300	25,100	36,800-38,300
Costs				
Capital Costs Without Financing (by Year of Expenditure)	$342.7-$481.4M	$2,937.3M-$3,101.3M	$1,454.1M (BRT1/T6)	$3,295.4M (BRT1/T6)
Capital Funding Sources	60% Federal 40% Local	50% Federal 50% Local	52.9% Federal 47.1% Local	51.5% Federal 48.5% Local
Annual Operating Costs Opening Year (Change from Baseline, Year of Expenditure)	$20.7-$26.8M	$106.7-110.8M	$52.9-$57.1M	$20.7M
BRT Costs Included in Above	$20.2M-26.3M	-	$16.5M	$20.2M
Annual Operating Costs Forecast Year (Change from Baseline, Year of Expenditure)	$54.1M-64.2M	$176.5-184.2M	$107.2 - $114.9M	$176.5 - $184.2M
BRT Costs Included in Above	$49.3-$56.8	-	$39.6M	-
Social Effects				
Consistent with Local Comprehensive Plans	Yes for BRT 1	Yes	Yes for BRT 1	Yes
Residential Displacements (No.)	0	0	0	0
Commercial Displacements (No.)	0 -2	2 - 4	2 - 6	2 - 6
Residential Properties Acquired (No.)	0	8 Partial	0	8 Partial
Commercial Properties Acquired (No.)	4 - 13	48 - 72	52 - 85	54 - 89
Visual Effects	Minor - Moderate	Moderate - Substantial	Moderate - Substantial	Moderate - Substantial
Historic Structures	Minor Impacts to 3-4 properties	Minor Impacts to 3 properties	Minor Impacts to 3 properties	Minor Impacts to 3 properties
Environmental Effects				
Effect on Geologic Resources	Minor	Minor	Minor	Minor
Streams/Water Quality Impacts (Linear Feet)	96	176	96	176
Wetland Impact (Acres)	0.12 - 0.58	0.12 - 1.22	0.12 - 0.58	0.12 - 1.22
Floodplain Impacts	2	6	4	6
Neighborhoods Affected by Noise Before Mitigation (No. above FTA Criteria)	6	12 - 15	12	12 - 15
Hazardous Materials Sites Potentially Affected	3	22 - 28	25 - 31	25 - 31
Economic Effects				
Annual Tax Revenue Loss due to Property Acquisition (2001 Dollars)	$0.45M	$1.42M	$1.28M	$1.42M
Station Area Development in 2025 (Change from Baseline, Million Square Feet)	+6.26 - 23.07	+37.58 - 42.69	+33.19 - 38.31	+37.58 - 42.69

For Additional Information:

The Draft EIS contains more information on the topics discussed in this summary.
The following table lists the topics and where further details may be found in the Draft EIS.

Summary Topic	Draft DEIS Chapters		Draft DEIS Sections	
Future Needs and Challenges	**Chapter 1**	**Purpose and Need**	**Section 1.2**	**Description of the Region and Corridor**
			Section 1.3	**Need for Improvements**
The Decision at Hand	**Chapter 1**	**Purpose and Need**	**Section 1.4**	**Goals and Objectives**
			Section 1.6	**Planning Context**
Project Description	**Chapter 2**	**Alternatives Considered**	**Section 2.2**	**Baseline Alternative**
			Section 2.3	**Build Alternatives**
			Section 2.4	**Capital Costs**
			Section 2.5	**O&M Costs**
Choices for Tomorrow	**Chapter 2**	**Alternatives Considered**		
	Chapter 3	**Social Effects**		
	Chapter 4	**Environmental Effects**		
	Chapter 5	**Economic Effects**		
	Chapter 6	**Transportation Effects**		
	Chapter 8	**Financial Analysis**		
	Chapter 9	**Secondary and Cumulative Effects**		
	Chapter 10	**Evaluation of Alternatives**		
Coordination Opportunities	**Chapter 11**	**Comments, Consultations, and Coordination**	**Section 11.1**	**Public Involvement**
			Section 11.2	**Agency Coordination**
	Appendices		**Section B**	**List of DEIS Recipients**
			Section J	**Public Comments and Coordination Summary**
			Section K	**Agency Comments and Coordination Summary**
Future Actions			**Section 1.5**	**Role of the Draft EIS in Project Development**

Public Hearing:

For more information on the dates, time, and location of the public hearing please call the project hotline at 1-888-566-7245
TDD 202-638-3780 or view the project website at www.dullestransit.com.

Comments:

Written comments should be mailed to Mr. Corey W. Hill, Northern Virginia Regional Manager, DRPT, 1550 Wilson Boulevard, Suite 300, Arlington, VA 22209 or sent electronically to dullescorridor@aol.com.

For more information:

The Draft EIS will be available at the public hearings and also is available for review at the libraries and community centers noted below. The Executive Summary of the Draft EIS may be viewed on the project web site www.dullestransit.com.

Arlington Central Library
Ashburn Farm Association
Broadlands Visitors Center
Dolley Madison Community Library
Eastern Loudoun Regional Library
Fairfax City Regional Library, Virginia Room
Falls Church Community Center
Falls Church Library
Great Falls Community Library
Greater Reston Chamber of Commerce
Herndon Community Center
Herndon Fortnightly Library
Lovettsville Library
McLean Community Center
Middleburg Library
Patrick Henry Community Library
Purcellville Library
Reston Community Center
Reston Regional Library
Rust Library
Sterling Library
Thomas Balch Library for Local History
Tysons-Pimmit Regional Library
Vienna Community Center